



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 7, 2017

Dear Airport Sponsor:

SUBJECT: MICHIGAN AIRPORT PROGRAMMING (MAP) MEETINGS – BLOCK GRANT
NON-AERO PM USERS

The airports receiving this programming letter are not approved AERO PM users because they either have not participated in the web-based AERO PM training offered by the Office of Aeronautics or because of another reason.

Dowagiac Municipal Airport
Greenville Municipal Airport
Mackinac County Airport
Ontonagon County - Schuster Field

If interested in participating in an AERO PM training session, typically held annually in May, please let me know and we will include you in our correspondence about the training date(s) and time(s) when announced. **If not interested in using AERO PM but would like your consultant approved as the sponsor's role for your airport, please send your written request to my attention.**

A paper-copy five-year (2018-2022) Airport Capital Improvement Plan (ACIP) is acceptable as long as the Sponsor has no major development proposed for years 6-10. The standard ACIP paper form is available on our website, www.michigan.gov/aero (under Programming tab - Block Grant Program).

Sponsors are required to email their ACIP submittals **no later than Wednesday, September 6, 2017** to the following email address: steudleb@michigan.gov. If possible, please submit **as a single pdf file with maximum size of 5mb.**

If not able to send electronically, please mail three (3) copies to the following address:

Betsy Steudle, P.E.
MDOT Office of Aeronautics
2700 Port Lansing Road
Lansing, Michigan 48906

MAP meetings are held from late August through late November/early December. The sponsor will be contacted to schedule a MAP meeting. MAP meeting attendance should include the airport manager, airport sponsor representative, and the airport consultant.

FAA requires MDOT submit a "Master" State Block Grant ACIP annually by December 15th. The "Master" ACIP is typically a four-year development plan of proposed projects for all of the eligible block grant airports and is based on the individual sponsor ACIPs and programming recommendations.

Airport Capital Improvement Plan (ACIP) Instructions & Guidance:

- 1. Identify all proposed airport development concepts (projects) for the next five (5) years.**
- 2. Utilize multiple resources when developing your ACIP.** This includes Airport Layout Plans (ALP) or Master Plans, Sponsor Pavement Maintenance-Management Programs including the state-provided Pavement Condition Index Report, previous ACIPs, and Exhibit A drawings (Property Inventory Map). Proposed airport development projects including future land acquisition must be shown on a current FAA-approved ALP.
- 3. Prioritize proposed concepts (projects) anticipated for a development year.** For example, if a Sponsor has three proposed concepts (projects) shown in 2019, list the items in priority order with the higher priority shown first. Always consider funding limitations.
- 4. Determine the airport's funding strategy for each concept (project).** At a minimum, the Sponsor is required to show concept (project) budgets for the current year plus four years after.

Projects having multiple phases or requiring multiple years of funding should be clearly identified with each element tied to the overall project objective. It's expected that the airport sponsor will first use all available entitlement funding towards the project requesting additional funding consideration or for other higher priority projects.

For multi-phased complex projects, Sponsors should include preliminary engineering as part of the phased project. This will allow the Sponsor to provide more accurate project cost estimates which helps the overall planning process and the timing of your project. The Sponsor should also be aware of what steps are necessary for a multi-phased project and correctly identify the phased work items in the ACIP such as environmental/mitigation, land acquisition, design phase, construction phase, etc.

5. Prepare the following attachments for the current development year (2018) plus two years (2019 & 2020) – Refer to Guidance below:

-Concept (Project) justification. Provide a Concept (Project) Narrative & Justification form for the proposed concept. A standard form is available on our website, www.michigan.gov/aero (under Programming tab - Block Grant Program) or the Sponsor may create their own to use as long as it includes the same information in MDOT's standard form.

Concepts that are not AIP eligible or currently insufficiently justified by local demand and forecasts should not be included in your ACIP. (Example: A proposed runway extension project not currently justified with an approved user survey shouldn't be shown. If you decide to show an unjustified project, show it in the out years so that you can seek the justification required.)

Justification for development projects should be based on established aeronautical demand and based on current federal standards and eligibility requirements in accordance with FAA's current AIP Handbook (FAA Order 5100.38).

-Concept (Project) Sketch. Provide a detailed sketch showing the location of each specific concept and its location on the current approved Airport Layout Plan.

-Concept (Project) Cost Estimate. Provide a detailed cost breakdown of the proposed concept with anticipated funding sources identified. Cost estimates aren't necessary for design phases or for those with one pay item such as airfield crack sealing & paint marking.

6. Environmental Clearance. All concepts (projects) require some type of environmental clearance. Questions to consider include: What type of environmental clearance is anticipated for my concepts? What concepts can be categorically excluded? What concepts may require an environmental assessment? Provide as much information as possible as part of your concept (project) narrative & justification.

Guidance for completing Concept Narrative and Justifications for Airports under the State Block Grant Program:

Sponsors and their consultants must use FAA's AIP Handbook (FAA Order 5100.38 – current version) for determining project eligibility and justification for projects intended to be funded with federal AIP funds.

To assist with preparing solid justifications when submitting your ACIP, please follow the guidance below. All proposed development should be shown on a FAA-approved Airport Layout Plan.

- **For Airfield Pavement Rehabilitations & Reconstructions.**

Information needed:

- Runway or Taxiway designations with dimensions (e.g. 9/27 – 4,300' x 75'; Parallel A – 3,500' x 35' including A1 & A2 connectors).
- Apron Type/ID with dimensions (e.g. Terminal Apron – 250' x 175').
- Age of pavement. Has pavement reached its useful life?
- Date of Last AIP Construction, Rehabilitation or Maintenance project.
- Provide specifics on what's proposed and why (e.g. mill/fill, crush/shape, reconstruction, surface treatment).
- If runway/taxiway and/or shoulder widths exceed the FAA standards, indicate how this additional pavement will be funded. Any non-eligible pavement? If so, how will this be funded?
- Any Modifications to FAA Design Standards anticipated?
- Will a RSA determination be required? (Refer to FAA Order 5200.8)
- Include what has been done by the Sponsor to maintain the pavement over its lifetime (i.e. crack/joint sealing, misc. repairs, surface treatment, etc.). The sponsor may be required to justify an existing runway length and/or width based on the critical aircraft using the particular runway.

- **Rehabilitation of Runway Lighting or Rehabilitation of Taxiway Lighting cannot be included with a concept for Airfield Pavement Rehabilitation.** You must have separate

concepts for the pavement rehabilitation and the lighting rehabilitation even though you could combine the concepts together under one federal project (and one Sponsor Contract with MDOT). Refer to FAA AIP Handbook.

- **FAA Reimbursable Agreements for NAVAIDS.** You must have a separate concept for a proposed FAA Reimbursable Agreement (RA) for relocating FAA-owned NAVAIDS or for an initial flight check for FAA to commission an AIP-funded NAVAID (e.g. PAPIs, REILs). A sponsor is required to pay their FAA RA upfront with exception for some high-cost RAs on case-by-case basis. Sponsor reimbursement through MDOT AERO will not be initiated until after the sponsor and FAA have finalized costs and sponsor has received their credit back from FAA.
- **For Runway Extensions.** The Sponsor must perform a User Survey as an initial step to determine justification for an extension based on the critical aircraft using the particular runway. The justification (e.g. User Survey) must be done separately and paid for by the Sponsor. The final determination from the results of the User Survey is provided through MDOT Office of Aeronautics and as necessary, FAA Detroit ADO.

- **For Land Acquisition.**

Information needed:

- Land ID – parcel # and acreage. Parcel # at a minimum for fee and/or easements.
- Purpose for land acquisition (e.g. Approach protection, RPZ control, airport development, compatible land use, etc.). Be specific.
- Will relocation and/or demolition be associated with the acquisition? Identify estimated costs, if so.
- Will obstruction removal be associated with the acquisition? If so, show as separate concept(s).
- Acquisition requires the sponsor update their Exhibit A and ALP as part of land acquisition project. Not eligible as stand-alone.

As a reminder, FAA will only reimburse an airport sponsor for land appraisals/review appraisals and other eligible consultant fees as part of the actual land acquisition project. Refer to FAA AIP Handbook.

- **For Snow Removal Equipment.**
 - Requires existing SRE inventory sheet signed by the sponsor and SRE calculation worksheet. The forms are available on our website, www.michigan.gov/aero (under Programming tab - Block Grant Program).
 - Purpose for SRE. Replacement? Additional? Initial purchase? If replacement, is SRE beyond its useful life? What will be done with old SRE?
- **For Snow Removal Equipment Buildings.** Funding snow and ice control buildings is limited to facilities necessary for storing AIP-eligible SRE as well as storing abrasive or chemicals used in

treatment of paved areas. At the time the building is programmed, the AIP-eligible SRE must be owned, on order, or budgeted by the airport. Refer to FAA AIP Handbook.

- **For Revenue-Generating Facilities (Hangars).** The Sponsor must demonstrate that they have made adequate provisions for funding the airport's airside needs before a subgrant can be issued for a sponsor-owned hangar project. The Sponsor is required to submit a Revenue-Generating Facility Eligibility Evaluation Form and support documentation. The form and instructions are available on our website, www.michigan.gov/aero (under Programming tab - Block Grant Program). This documentation should be submitted as an attachment (Other). Only a Sponsor's entitlement funding can be used to fund sponsor-owned hangars including site work and eligible pavement.
- **For Revenue-Generating Facilities (Fuel Farms).** Eligibility under AIP effective with the current FAA AIP Handbook includes only the initial installation of a fuel farm at an airport or the expansion of an existing fuel farm, if justified. Initial installation of a card reader to a new or existing fuel system is also AIP eligible. Replacement fuel farms are not eligible under AIP. Replacing components on existing fuel farms is considered maintenance/repair and not eligible under AIP.
- **For Terminal Buildings.** A terminal study is necessary to determine present useful life, needs, and general concept. The study should evaluate alternatives includes renovating existing, expanding existing, or building new with the most cost-beneficial one being the preferred. Sponsor will need to provide a floor plan drawing(s) and Eligibility Table to assist with determining eligibility. **Eligibility must be determined prior to commencing the design phase of a terminal building project.** Terminal Design is prorated based upon eligible percentage of the building. Tables are available on our website, www.michigan.gov/aero (under Programming tab - Block Grant Program). Generally, only a Sponsor's entitlement funding can be used to fund a terminal building including associated site work and terminal non-revenue parking lot. Refer to FAA AIP Handbook.
- **For Apron Expansions.** Provide the name (specific location) of apron. As part of the narrative, include the current size of the apron and the proposed expansion area. Provide reason for more apron space and what the expanded area will be utilized for. Refer to FAA's AC 150/5300-13 (current design AC) Chapter 5 and Appendix 5 for guidance.
- **For new Taxiways.** Provide the taxiway designation, length & width. As part of the narrative, include specifically what the taxiway will serve. Is it a parallel taxiway to a runway? To serve a hangar area? If the width exceeds the FAA standard, indicate how that additional pavement will be funded.
- **For Fencing.** As part of the narrative, include the height of fencing and lineal footage planned. Must provide fencing type (i.e. animal control/wildlife, security, perimeter). Please note: Anticipated with AIP HB Change 1, sponsors will be required show a Wildlife Hazard Site Visit was completed which recommends the need for wildlife fencing. Not effective to date.

- **For Airfield Crack Sealing and/or Paint Marking.** Narrative needs to show estimated quantities for the proposed airfield crack sealing and/or paint marking. If work is planned for current year (2018) and funded under AIP, the sponsor must provide a completed and signed Economic Necessity Certification Form. The Sponsor is certifying that they do not have funds available for eligible routine pavement maintenance using their own resources and that they have a Pavement Maintenance Plan in place and available upon request from FAA or MDOT. The form is available on our website, www.michigan.gov/aero (under Programming tab - Block Grant Program).
- **For Crosswind Runways.** FAA looks at the following criteria for determining AIP eligibility of a crosswind runway: wind coverage and regular usage for the proposed crosswind runway.

In accordance with FAA Advisory Circular (AC), 150/5300-13, a crosswind runway is recommended when the primary runway orientation provides less than 95.0 percent wind coverage. The 95.0 percent wind coverage is computed on the basis of the crosswind component not exceeding the allowable value, as listed in Table 3-1 of the AC, per Runway Design Code. The runway should be long enough to accommodate landing and departures for the design aircraft needing the runway. AC 150/5325-4 describes procedures for establishing the appropriate runway length.

In order for a crosswind runway to be eligible, both the wind coverage and operational usage criterion must be met. The FAA has recommended that airport sponsors obtain letters of commitment or support from existing users or potential tenants, indicating the need for a crosswind runway. Letters should clearly state why these users currently can't use or have restricted use with the existing primary runway. They must be specific in the reason for their need and anticipated usage of the proposed crosswind if it were constructed to assist with developing the operational usage requirement.

- **Examples of Ineligible AIP Projects at General Aviation Airports:**
(Refer to FAA AIP Handbook)
 - Full paving around a new or existing hangar
 - Exclusive-use non-public pavements
 - Maintenance Equipment and Vehicles
 - Office Equipment
 - Administrative offices including airport manager's office or other sponsor administrative areas in terminal buildings
 - Snooze/sleep rooms, kitchenettes and airport conference rooms in terminal buildings
 - Maintenance or Repair of Buildings
 - Surveillance cameras
 - Heated pavements
 - Decorative Landscaping
 - Artworks
 - Industrial Park Development
 - Marketing Plans
 - Training
 - Improvements for Commercial Enterprises
 - Maintenance & Repair to Fuel Farms including replacing components.

- Improvements to Fuel Farms to address environmental deficiencies.
- Replacement of a Fuel Farm.
- Environmental Remediation and removal of fuel farms, underground storage tanks, hazardous waste, or contaminated soil
- SPCC/SWPPP (a.k.a. Integrated Contingency Plans) - only eligible under AIP as a sponsor reimbursement for an initial fuel farm. Otherwise, not AIP eligible.
- Airport entrance signs and flagpoles
- ARFF vehicles (if not required by Part 139 certification)
- Non-fixed emergency generators

Please note that the following types of projects do not compete for federal discretionary funding: Snow Removal Equipment, Aircraft Rescue Firefighting Equipment (Part 139 airports), crosswind runways, parallel taxiways for crosswind runways. Primary candidates for discretionary funded projects are primary runway rehabilitations or reconstructions. These are typically the only types of projects under the SBGP that are competing well for discretionary.

Please bring a copy of your ACIP including support documentation to your scheduled MAP meeting. It is very important that Airport Sponsors be well prepared for their meeting and ready to present project work items, sketches, justification, and cost estimates.

If you have any questions or comments, please feel free to contact me at either (517) 335-8359 or steudleb@michigan.gov.

Sincerely,



Betsy L. Steudle, P.E.
State Block Grant Program Specialist
Programming Section
Office of Aeronautics

cc: Sponsor Consultants
Project Managers, AERO